



HISTORY  
OF THE  
55TH WEATHER RECONNAISSANCE SQUADRON  
MCCLELLAN AFB, CALIFORNIA



1 JANUARY - 30 JUNE 1985

41ST RESCUE AND WEATHER RECONNAISSANCE WING

23RD AIR FORCE

MILITARY AIRLIFT COMMAND

UNITED STATES AIR FORCE

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MCCLELLAN AIR FORCE BASE, CALIFORNIA

1 January 1985 - 30 June 1985

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The mission of the 55th Weather Reconnaissance Squadron is to provide atmospheric gaseous and particulate sampling as well as special weather reconnaissance as directed by Headquarters, USAF, in accordance with mission priorities as specified by the 41st Rescue and Weather Reconnaissance Wing (41 RWRW), 23d Air Force.

The squadron was officially activated on 21 August 1944 at Will Rogers Field, Oklahoma, as the 655th Bombardment Squadron (Heavy) and flew modified B-24's. The unit provided valuable weather data for the air war against Japan. Following the end of World War II, the 655th was redesignated the 55th Reconnaissance Squadron (Long Range Weather) and re-equipped with modified B-29 aircraft. The 55th performed an assortment of weather reconnaissance and sampling missions before being inactivated in October 1961. The current organization, designated the 55th Weather Reconnaissance Squadron, was reactivated on 8 January 1962 and assigned to the 9th Weather Reconnaissance Group, McClellan AFB, California. The 9th Weather Wing was deactivated on 1 September 1975 and the 55th was reassigned to the 41st Rescue and Weather Reconnaissance Wing.

## BRIEF HISTORY OF THE 55TH PRIOR TO THE CURRENT ORGANIZATION

The history of the 55th Weather Reconnaissance Squadron between 1944 and 8 January 1962 can logically be divided into three phases: World War II training and operations in the Far East during 1944 and 1945; post-war adjustments in 1946 and 1947, followed by a four-year period of inactivity; and weather reconnaissance operations between 1951 and 1961.

The unit was formed as the 655th Bombardment Squadron, Heavy, on 11 August 1944, assigned to the 3d Air Force, and activated at Will Rogers Field in Oklahoma on 21 August 1944 as a part of the III Tactical Air Division. This was not an ordinary bombardment squadron. In fact, it had no bombardiers or bombweight mechanics; instead it had weather officers and weather equipment technicians. Its function was weather reconnaissance.

Squadron personnel trained with a B-24 aircraft for service overseas. Deployment to the Asiatic-Pacific Theater began in December 1944, when one flight left Oklahoma for Guam, in the Mariana Islands. At that time the B-29's of the 20th Air Force were just beginning operations from the Mariana's against the Japanese homeland. The 655th Bombardment Squadron was assigned to the 20th Air Force to provide weather information required for the B-29 offensive. Squadron headquarters and a second flight moved overseas during March and April 1945, and the third and last flight arrived at Guam in July. These flights, each capable of functioning independently, were rotated periodically for operations from bases on Guam, Iwo Jima, and Okinawa.

The principle mission of the unit, which was redesignated the 55th Reconnaissance Squadron, Long Range, Weather, in June 1945, was to provide information concerning weather at targets scheduled for attack by B-29's of the XX and XXI Bomber Commands operating from Siapan, Tinian, and Guam, and for the P-51's of the VII Fighter Command based on Iwo Jima. The B-24's of the 55th took off from Iwo Jima just after midnight and radioed weather information back in time for the early morning briefings at the fighter and bomber bases.

Following the end of World War II hostilities in August 1945, personnel of the 55th were rapidly reassigned to the United States for separation. The unit was comprised of only two officers on 29 February 1946 when it left Guam for Buckley Field, Denver, Colorado. Following arrival at Buckley on 20 March, Colonel Chavasse relinquished command on 1 April. The unit moved to Langley Field, Virginia, in May and then to Morrison Field, Florida, in July 1946. A personnel build-up occurred at Morrison so that by the end of August, the unit had 22 officers and 50 enlisted men.

Training for weather reconnaissance was the principle activity of the 55th during 1946 and 1947. The 55th, which had B-29 and C-47 aircraft assigned, also supported elements of the 53d and 54th Weather Reconnaissance Squadrons located at Morrison Field. On one occasion, 7 October 1946, the 55th flew a group of newsmen "on top" of a hurricane at 31,000 feet over the Caribbean. This was believed to be one of the first flights of this type.

In May 1947, the 55th moved to Fairfield-Suisan Army Air Base, Fairfield, California. The 59th Weather Reconnaissance Squadron, which had been stationed at Fairfield-Suisun Field, was moving to Alaska and the 55th aided by ferrying cargo and supplies. The 55th also supported Flight B of the 59th which remained at Fairfield-Suisan to conduct weather flights between California and Alaska.

Late in July 1947, the 55th was assigned a daily mission over the eastern Pacific Ocean. The track traversed a course about 1,100 miles long and required about 14 hours to cover. On 15 September the squadron was assigned greater responsibilities, but was deactivated on 15 October 1947 before they could be undertaken.

On 15 October the 55th was redesignated the 374th Reconnaissance Squadron. The squadron continued to fly WB-29 and C-54 aircraft. From November 1948 to June 1949, the WB-29's of the 374th were deployed to England flying weather reconnaissance from Waddington and Markham RAF stations in support of the Berlin Airlift. The 374th moved to McClellan AFB, Sacramento, California in June 1949.

The 55 WRS was again activated on 21 February 1951 at McClellan AFB, California. Activities of the squadron between 1951 and 1961 encompassed a broader scope than was previously covered. Elements of the 55th operated from widely scattered locations:

Headquarters	McClellan AFB, California	Feb 51 - Jun 61
Detachment 3	McChord AFB, Washington	May 58 - Aug 59
Detachment 1	Ladd AFB, Alaska	May 58 - Sep 60
Detachment 1	Eielson AFB, Alaska	Sep 60 - Jul 61
Detachment 2	Hickam AFB, Hawaii	May 58 - Jul 61
Detachment 3	Kindley AFB, Bermuda	Mar 60 - Jul 61

In addition, planes and crews were often detached on special assignments for periods of from 30 to 90 days. During the period from 1951 to 1958, weather missions were flown daily over the Pacific northwest from McClellan. Another track, southwest toward Hawaii, was flown every second day from McClellan.

The 55th Squadron played an important part in the conversion of weather reconnaissance units from WB-29 to WB-50 aircraft during the period from 1954 to 1956. Between January and April 1955, the 53d, 54th, 56th, 57th, 58th, and 59th Reconnaissance Squadrons of the Air Weather Service sent aircrews to McClellan, and the 55th aided in training these men as cadre B-50 aircrews. Also from 1955 until early 1957, crews from the 55th were on detached service with Lockheed Aircraft Service, Incorporated, to test planes that the company converted from B-50's into WB-50's.

Between 1958 and 1961, the number of weather reconnaissance squadrons diminished. The 55th absorbed the responsibility for flights from Hickam AFB, Hawaii, Ladd AFB, Alaska, and McChord AFB, Washington. A total of 1,142 people, one WB-47, one C-54, and 25 WB-50's were assigned to the 55th at the end of 1958.

The detachment at McChord was discontinued in 1959 and personnel and equipment moved to McClellan. With the closure of Ladd AFB in 1960, Detachment 1 moved to Eielson AFB. Also in 1960, the 55th assumed the additional responsibility of reconnaissance from Kindley AFB, Bermuda. The reconnaissance missions flown daily by the squadron in late 1960 and 1961, therefore, included the areas of the north Pacific Ocean east of 180 degrees, the Arctic Ocean between 60 and 180 degrees west longitude, and the western part of the north Atlantic Ocean. Headquarters, United States Air Force added other responsibilities which were accorded a higher priority than normal reconnaissance.

Some of the special missions assigned to the 55th were associated with tests conducted by the Atomic Energy Commission. In 1951, during GREENHOUSE (and earlier during CROSSROADS), personnel and aircraft of the 55th were temporarily attached to the task force which conducted tests in the Pacific. The 55th monitored the wind direction and velocity to preclude shots which would spread radioactive particles to inhabited areas or routes normally traversed by ships and aircraft.

The mission of the 55th during a series of atomic detonations in Nevada during April 1952 was to ensure that non-participating aircraft in the general area would not be contaminated by radioactivity. This was accomplished by tracking the atomic cloud until it was no longer a hazard along adjacent airways.

In March 1953, the 55th flew missions to take samples of air for the Atomic Energy Commission during tests conducted in Nevada. Between February and May 1955, the unit flew weather missions over the Pacific to aid in forecasting weather for other tests in Nevada.

In 1956, the 55th provided the weather reconnaissance element of a task force in a series of atomic experiments in Eniwetok. To accomplish this special mission, the 55th had to suspend its regular flights from 1 March until aircraft and crews returned in July. For his work in connection with these experiments, Lt Col Roger A. Stevenson, Commander of the 55th, was awarded the Legion of Merit.

Hurricane (or typhoon) reconnaissance was performed in the eastern Pacific from 1951 through 1960 and in the western Atlantic during 1960, but this work was not as extensive as that of other weather reconnaissance squadrons which operated in the western Atlantic. Between 1947 and 1960, Pacific hurricanes did not pose as serious a threat to populated areas as did those originating in the Atlantic or Caribbean oceans.

In two instances, the 55th rendered notable service during hurricanes. In August 1959, the detachment in Hawaii tracked Hurricane Dot, which threatened the island of Oahu in the Hawaiian group. As a result of the warnings, the civilian population was alerted for the wind and intense rain which followed. During Hurricane Donna, 4-12 September 1960, the 55th aircraft from Bermuda helped to track the storm and provide warning before it hit Florida and the east coast of the United States.

For several years after 1955, the 55th aided in the National Hurricane Research Project, conducted by the United States Weather Bureau and other agencies. The Air Force, through the 55th, provided some of the aircraft used to investigate the build-up, structure, and movements of hurricanes.

The 55th also provided weather information for Tactical Air Command refuelings. During a flight of F-101's which established transcontinental speed records on 27 November 1957, the 55th "flew the weather" ahead of the flight along the Canadian border from the west coast to Duluth. During a deployment exercise of the Tactical Air Command in 1957, the 55th obtained weather data concerning the best refueling points for the nonstop flight between California and Japan.

A new JB-57 assigned to the 55th was placed on alert concurrent with the launching of the TIROS II weather satellite in 1960. The JB-57, flying the same track as the satellite, took mosaic-type photographs at 40,000 feet. The films were immediately developed and flown to Headquarters, Air Weather Service at Scott AFB, Illinois, where a comparison was made with photographs from TIROS II. An excellent correlation was obtained.

The 55th participated in maintaining weather surveillance of recovery or impact areas for various missiles and nose cones. In this manner, the 55th had a role in the recovery of the capsule in which the first American astronaut, Commander Alan B. Shepard, made a sub-orbital flight into space on 5 May 1961.

Several activities not directly connected with the primary mission of the 55th are also worthy of comment. In September 1952, the 55th flew a group of scientists over an active volcano located 215 miles south of the lower California peninsula in order for them to observe this phenomenon.

In an act of charity, the 55th designed and executed Operation STRAWBERRY SHORTCAKE in 1951. On their daily flights, aircraft of the 55th passed near a weather ship stationed about 800 miles west of Vancouver Island. Various ships of the Canadian government rotated to this location each 40 days. Flying over the ship on 12 May 1951, an airplane of the 55th dropped strawberries, shortcakes, bananas, ice cream, and other gifts that had been provided by the merchants of Sacramento and the men and wives of the 55th. A similar drop was accomplished in July 1952.

The WB-50's, workhorses of the weather reconnaissance squadrons since their modification in 1955, began to show signs of wear after 1958. During a flight by the 55th Squadron on 29 June 1959, a crippled WB-50 threw a propeller through the fuselage, severing various engine and flight control cables. Fortunately no one was injured. Flight Lieutenant Douglas G. Scott, an RCAF exchange pilot, saved the plane by quick action and good judgment, for which he received the Distinguished Flying Cross.

Late in April 1960, all WB-50's were grounded by the Air Weather Service for several months due to excessive corrosion and failure of fuel cells. After modification, these aircraft were returned to duty. However, they continued to suffer from various ailments through the remainder of their service during 1960 and 1961.

United States Air Force reorganization caused the 55th to again be deactivated on 8 July 1961, and reactivated on 12 October 1961 for organization under the Military Air Transport Service (now the Military Airlift Command) on 8 January 1962.

## COMMANDER'S BIOGRAPHY

16 September 1983 - 3 June 1985

Lieutenant Colonel Daniel B. Ahern

Lieutenant Colonel Daniel B. Ahern was born in Falls City, Nebraska, on 13 July 1946. He graduated from the United States Air Force Academy in June 1968, having earned a Bachelor of Science degree in electrical engineering. He attended the Air Force Institute of Technology from May 1974 through December 1975 and completed a Master of Science degree in electrical engineering with emphasis in digital computers. He was commissioned upon his graduation from the Academy in 1968 and completed pilot training at Vance AFB, Oklahoma, in August 1969. His professional military education includes Squadron Officer School and Air Command and Staff College via correspondence courses and he is a Senior Service School nominee.

After completion of C-7 training at Dyess AFB, Texas, he was assigned to the 459th Tactical Airlift Squadron (TAS) at Phu Cat AB, RVN. During his Southeast Asia tour, Lt Col Ahern was assigned to the 459 TAS until its deactivation in May 1970 and then was reassigned to the 535 TAS. Before leaving Vietnam, he had upgraded to aircraft commander, amassing over 900 combat flying hours and 1,350 sorties on 128 missions. Following his tour he received a concurrent overseas assignment to the 56th Weather Reconnaissance Squadron (WRS) at Yokota AB, Japan. His tour was curtailed after ten months when the unit was deactivated in February 1972 and he was reassigned to the 55 WRS at McClellan AFB, California. While at the 55th, he upgraded to flight examiner in the WC-135B and was selected as the flight commander for the 135's during the period that MAC attempted to employ the integrated crew concept. In May 1974, he left the 55th to complete his graduate studies at Wright Patterson AFB, Ohio, and in December 1975, he was reassigned to Headquarters, Aerospace Defense Command, at Peterson AFB, Colorado. For the next three years, Lt Col Ahern worked on the Space Computational Center Development effort for NORAD. During his rated supplement tour, he held positions as a chief programmer, systems analyst, and chief of the applications programming branch. He returned to the cockpit in December 1978 as a VC-135 pilot with the 1st Military Airlift Squadron at Andrews AFB, Maryland. While assigned within the 89th Airlift Wing, he served as the chief of training, squadron executive officer, and as an instructor pilot. In November 1981, he returned to the 55th Weather Reconnaissance Squadron as the operations officer and on 16 September 1983, he assumed command of the squadron.

Lt Col Ahern is a command pilot with over 4,900 flying hours. His military awards and decorations include the Distinguished Flying Cross, the Defense Meritorious Service Medal, the Meritorious Service Medal, the Air Medal, Presidential Unit Citation, Air Force Outstanding Unit Award, Combat Readiness Medal, Armed Forces Expeditionary Medal, Vietnam Service Medal, Vietnam Cross of Gallantry, and the Vietnam Campaign Ribbon.

Lt Col Ahern is married to the former Ellen Gaither of Glenview, Illinois. They have three sons: Ryan, Shaun, and Todd. The family's hometown is Novato, California.

## BIOGRAPHY

3 June 1985 - Present

Lieutenant Colonel Gary B. Koch

Lt Col Gary B. Koch is the Commander of the 55th Weather Reconnaissance Squadron, McClellan AFB, California.

Lt Col Koch was born 6 March 1942 in Huntington, New York. He is a graduate of Roanoke College, Roanoke, Virginia, Class of 65, with a Bachelor of Arts Degree in Political Science and Economics. After graduation, he attended the USAF Officers Training School, Lackland AFB, Texas, in November 1965. He was commissioned a second lieutenant in the Air Force on 10 Feb 1966. He attended flying training at Craig AFB, Alabama, and in March 1967, received his pilot wings.

In the summer of 1967 he completed B-52 training at Castle AFB, California, and was assigned to Mather AFB, California. In the Fall of 1968 he was selected for the Helicopter Conversion Course at Shepard AFB, Texas with a follow-on assignment in H-1s at Minot AFB, North Dakota. In October of 1973 Lt Col Koch transitioned into the H-33 at Hill AFB, Utah. Upon completion of training he was assigned to Nakhon Phenom RTAFB, Thailand to the 40th Aerospace Rescue and Recovery Squadron.

Upon returning from Thailand in 1975, Lt Col Koch was reassigned to the 1550 ATTW at Hill AFB, Utah and eventually to Kirtland AFB, New Mexico as a helicopter Instructor Pilot.

In March 1979, he was selected to be the Chief of Flight Safety at Headquarters Aerospace Rescue and Recovery Service, Scott AFB, Illinois. In 1980, he was chosen to be the Director, Current Operations, HQ ARRS. In this capacity he was responsible for managing the ARRS flying time program, Reserve manday program, and all worldwide rescue and weather reconnaissance activities. In 1981, he was assigned to HQ MAC IG as Chief, Rescue Branch. In this capacity he inspected ARRS active and air reserve force units worldwide with diverse missions including; combat rescue, weather reconnaissance, atmospheric sampling, strategic missile support and civil search and rescue to determine combat/mission readiness and management effectiveness.

In the Fall of 1983 he was assigned to McClellan AFB, California to the 41st Rescue and Weather Reconnaissance Wing as the Chief, Combat Readiness Division. Then in July 1984, he was selected to fill the position of Assistant Deputy Commander for Operations.

Lt Col Koch is a Command Pilot with over 4000 hours of flying time. He is a graduate of Squadron Officer School, Air Command and Staff College, and the Industrial College of the Armed Forces. He also has a Master's Degree in Business Administration and Management from Webster College.

His military decorations include the Meritorious Service Medal with One Oak Leaf Cluster, the Air Medal, and the Air Force Commendation Medal with One Oak Leaf Cluster.

Lt Col Koch is married to the former Lou Ellen Hartle of Hagerstown, Maryland. They have one son, Jason.

### MISSION AND ORGANIZATION

The primary mission of the 55 WRS is of vital importance to the National Command Authorities. The mission of the 55th Weather Reconnaissance Squadron is the collection of gaseous and particulate air samples for use in verification of compliance with Safeguard "D" of the Limited Nuclear Test Ban Treaty, signed by President John F. Kennedy in 1963. Weather Reconnaissance, the secondary mission of the squadron has been in effect since 1944. The 55th provides weather reconnaissance flights as requested by Global Weather Central. This mission involves weather tracking missions for the Air Weather Service as required for deployment of Department of Defense resources.

The 55 WRS is part of the 41st Rescue and Weather Reconnaissance Wing and is assigned to McClellan Air Force Base, California. The 41 RWRW is responsible for all rescue units in the Pacific and all the weather reconnaissance units in the Air Force. Headquarters 41 RWRW is also located at McClellan AFB, California. Since the dissolution of the Aerospace Rescue and Recovery Service, the 41 RWRW is part of 23d Air Force of the Military Airlift Command.

AIRCRAFT AND EQUIPMENT

The 55 WRS has seven WC-135B aircraft assigned. They are:

<u>AIRCRAFT TAIL #</u>	<u>TOTAL AIRFRAME TIME (hrs)</u>
612665	22,593.6
612666	22,489.2
612667	21,907.5
612670	23,604.4
612672	22,577.5
612673	22,098.7
612674	23,551.1

These seven aircraft are specially converted C-135B aircraft designed for air research and weather reconnaissance missions. The WC-135B, designed and manufactured by the Boeing Company, is a four-engine, swept-wing, long-range, high-altitude, high-speed aircraft. It is 134 feet, 6 inches long, has a wing span of 130 feet, 10 inches, and a maximum inflight weight of 299,000 lbs. The four TF-33-P-5 engines each produce 16,050 lbs of thrust. The aircraft is equipped with an air refueling receiver system which allows it to be refueled while in flight. Auxiliary oil tanks on each engine increase the flight time of the aircraft. It is also equipped with dual inertial navigation systems which allows accurate navigation over long-range missions. Though designed as a high-altitude aircraft, the mission of the 55th requires operation of the aircraft at altitudes from 100 feet to 40,000 feet; most operational missions are flown between 2,500 feet and 5,000 feet. The average flying time on the seven aircraft is over 22,400 hours apiece with over half of it from operating in turbulent flight conditions below 10,000 feet. With the inflight capabilities of the aircraft, the range and flight time of missions are limited only by the endurance of the crews.

OPERATIONS  
MAJOR EVENTS

Normal 55th operations encompass a variety of mission profiles. The missions most commonly flown are polar background, pacific rotators, and Constant Globes. A polar background typically involves air refueling over Alaska and low-level sampling over the polar icepack, recovering at Eielson AFB, 14-16 hours after takeoff. The squadron maintains an aircraft and crew in the Far East at all times. The crews rotate every two to three weeks and are available daily for both background and alert tasking. The Constant Globe missions involve a quarterly deployment to the Southern Hemisphere to gather atmospheric background data.

1985 began like a normal year with the squadron scattered all over the world for the holidays. Most of the squadron had just returned from Pony Express and were digging into the mountain of paperwork that had piled up in the last two months. Major Barker and Captain Calt were still deployed to pacific flying missions against Alert 938, making this the third year in a row that a 55th aircraft was airborne on an alert as the new year started. After a hectic first few weeks, the year settled down to what could be considered "routine activity" with the rotator crew picking up most of the flying time for alerts 939 and 940 from the east.

The spring Constant Globe mission departed from MacDill AFB on 25 February. The first leg on a trip around the world with stops proposed for Ascension Island, Capetown South Africa, Diego Garcia and Singapore. Capt Johnson and crew developed electrical problems on Ascension and were directed to return to Florida for maintenance on 1 March. The Task Force coordinator, Captain O'Connor, aborted the mission and returned to home station for repairs. With all the delays, Captain Johnson and O'Connor were unable to remain on the mission and Captain Seader was placed in command of Constant Globe. They eventually launched on Friday, 8 March to complete the Indian Ocean tasking in record time. By the following Thursday, they had completed all mission tasking and were on the return trip from Diego Garcia when a fire light on the #2 engine forced an emergency return. The problem proved to be minor and on the next day they flew 5,000 miles non-stop to Guam. The crew was delayed at Guam to perform a Weather Recon mission for an F-4 fighter deployment out of Hawaii on the 17th of March. The crew enjoyed a much needed 2 days of rest and relaxation on Guam before continuing home via Hawaii on the 18th.

The Spring continued in an uneventful fashion with only minor alert tasking to clean up on Alert 940 in April. The squadron used the opportunity to catch up on much needed training and upgrades and alleviate the shortage in Air Refueling Aircraft Commanders. As mid-May rolled around the wisdom of pushing the training program became obvious. The 10th of May saw Lt Col's Knuth and Payne in Hawaii to lead the force for Pony. On the 12th of May, 2 aircrafts, with Major Barker and Captain O'Connor in command of augmented crews, deployed to Hickam AFB for short notice

Pony Express tasking. They immediately commenced low-level training to develop crew proficiency and coordination for sampling at extremely low (100 feet) altitudes.

On the 21st of May, Captain Golson responded to the first Pony Express tasking with a successful 20.1 hour flight that required 2 air refuelings. This turned out to be the longest mission flown to date. Pony Express dragged on into June with 2 aircrafts and augmented crews depleting squadron resources. Another crew deployed overseas for Alert 945. On the 19th of June a crew commanded by Major Art Barker, was tasked with flying out of Hickam to Midway to pick up a Japanese sailor who had broken his leg (compound fracture) aboard his ship. The sailors leg had been broken for 7 days before they got him to Midway, and the crew of 667 transferred him to Hickam. On the 20th and 21st, the Pony Express crews were tasked with two "short" sampling missions of only 13.5 hours each. The Pony Express crews were released as June came to a close. The squadron once again proved its ability to meet it's world-wide missions.

## OPERATIONS

The Operations Officer is responsible for the command and control of flight operations. Lt Col Milton Payne is the Operations Officer for the 55 WRS, replacing Lt Col Dennis Adams on 8 Apr.

The Duty Operations Center (DOC) is the hub of all squadron operational activities. The DOC is manned by the Assistant Operations Officers (ADO), a position filled on a weekly rotating basis by Lt Col Dale Knuth, Maj David Bechtol, Maj Earl Clay, Maj Robert Knarr, and Maj David Newark. The ADO is the decision-maker in the day-to-day operational activities of the squadron. The ADO also maintains records of all flight activities.

The Duty Officer is also an integral part of the DOC. The Duty Officer, a position filled by all aircrew members on a rotating basis, is the primary communications link of the 55th. The Duty Officer is responsible for alerting aircrews, dealing with maintenance personnel, and coordinating with the Command Post and other Air Force units. The Duty Officer is on-call 24-hours-a-day to assist aircrews of the 55th.

## ADMINISTRATION

The 55 WRS Administration Staff consists of Sgt Edna Perry (NCOIC, Unit Administration), and Sgt Jerome Ash (NCOIC, Operations Administration).

The NCOIC, Unit Administration performs administrative management duties, manages orderly room activities, and oversees operations administration function. Additionally, his other duties include; Documentation Manager, Equipment NCO, APR/OER Monitor, WAPS Library Administrator, Passport Monitor, Telephone Control Monitor, Base Advisory Council Representative, Audiovisual Monitor, Privacy Act Monitor, Suggestion Program Monitor, Personnel Status Report Monitor, Personnel Action Forms Monitor, Supply NCO, Family Services Council Representative, Weapons Maintenance NCO, INTRO Program Manager, Reproduction Manager, Copier Monitor, ADPE Custodian, Crisis Action Team Runner, and Customer Account Representative.

The NCOIC, Operations Administration prepares letters, messages and various reports. He also ensures timely distribution of incoming classified correspondence. He establishes and maintains a system for the requisition and distribution of publications and forms. He also maintains files for the various operations sections. Additionally, his other duties include; Crosstell Monitor, Customer Account Representative, Shelter Management Team Member, Crisis Action Team Runner, Personnel Status Report Monitor, Alternate WAPS Library Monitor, Alternate Telephone Control Monitor, Identification Tag Monitor, Passport Monitor, and Bomb Search Team.

SCHEDULING

The Scheduling Section coordinates flight duty for 28 pilots and 12 navigators. This includes scheduling operational missions, pilot proficiency training flights, checkrides, and ground training, as well as fulfilling squadron duty officer requirements.

When scheduling crews for operational missions, crew experience, mission requirements and TDY time must be considered. Line mission experience should be balanced with time away from home.

The primary concern when scheduling pilot proficiency training flights is to ensure pilots are not only current IAW MAC regulations, but also proficient in flying the aircraft. Ground training requirements, as well as squadron duty officer duties must be scheduled between training flights and missions.

In addition to scheduling crews for training missions, the section tracks 13 currency requirements for each individual pilot, and seven currency requirements for each navigator. These efforts provide the primary source of information to ensure crews remain qualified and current.

The Scheduling Section is in full swing with the new AFORMS products. AFORMS has eliminated the need to manually track currency requirements. This has freed the schedulers from a time-consuming detail, and allows them to concentrate on more important scheduling matters. AFORMS has been a big help in preventing individuals from becoming overdue on their currency items. This computer generated information provides us with the most up-to-date data with very little lag between the accomplished date and the date of the products available to the schedulers.

The Scheduling Section is manned by five officers: Capt Charlie Dobbins, Chief; Capt James D. Raspberry, Capt Tad Artis, 1st Lt Douglas J. Greenheck, 1st Lt Robert R. Dansereau. Training time for new schedulers has been reduced by 20% due to the completion of the Scheduler's Training Guide. This guide explains all the parameters, regulations, and guidelines followed by the scheduler. It also gives examples of completed administrative paperwork and serves as a ready reference for new schedulers.

PLANS

The Plans Section conducts the planning, intelligence, communications security, and security management functions for the squadron.

Planning personnel maintain a current set of all higher headquarters, customer, and host base plans that task or involve the squadron. They study these, identify pertinent information affecting the unit, and assist key personnel in plan execution. They also draft any squadron regulations or plan supplements related to this area.

The intelligence function involves collecting, sorting, and disseminating information received from a variety of sources. Key personnel and aircrew members are kept current on material pertaining to the squadron's mission. Training is conducted through briefings as well as reading files maintained for self-study.

Assigned personnel act as custodians of the equipment and documentation used for secure-voice communications as well as for IFF/SIF modes three and four operation.

Security management involves maintenance of the safes and their classified contents, handling security paperwork for squadron members, and training aircrews in security procedures.

Personnel currently assigned are 1st Lt's Glen Derting, Mike Lyons, Colleen Ryan, and 2nd Lt Chris Lucey.

SAFETY

The Safety Section is manned by Maj Art Barker, Chief of Safety; 2nd Lt Robert Melchionda, Ground Safety Officer; and SMSgt Lonnie Young, Ground Safety NCO.

The 55 WRS continues to maintain an outstanding safety record. WC-135 airframes are 23 years old with an average of 22,500 hours of flying time each. As such, they are plagued with multiple inflight system failures that often result in airborne emergencies. Despite this, there were no aircraft mishaps thus far in 1985 and the squadron extended its perfect record to 20 years and over 180,000 hours. This is a credit to the squadron's safety and training programs. The 55th trains all of its own aircrews, including new pilots/navigators direct from UPT/UNT. Since March 1983, this has been accomplished without the benefit of a simulator. Thus far in 1985 the squadron has flown 38 missions that exceeded 10 hours. These included missions up to 19.6 hours in length that involved multiple air refuelings and extremely low altitude atmospheric sampling. Considering the long duration and dynamic flying environment of the aerial sampling mission, the squadron's safety record is truly remarkable.

The key to this outstanding record is a strong program of safety awareness on the part of all crewmembers. The flying safety officer regularly reviews squadron records for indications of problem areas and promptly implements corrective action. Three which he spotted were bird strikes, dropped objects, and a potential decline in the experience level of our aircrew members. Increased aircrew awareness of local bird strike hazards resulted in no bird damage to aircraft so far in 1985. After working with maintenance to analyze recurring dropped object incidents, the 1985 drop rate was 60% below the average of previous years. The squadron training office is now developing a strong continuation training program to resolve the decline in aircrew experience. Our record of flight evaluation has proven its effectiveness.

The safety awareness of squadron members extends beyond flight operations. We've traveled over 4,000 miles in the unit's two government vehicles without incident or citation. There were no POV accidents nor seatbelt violations in 1985. Likewise, we had no workplace accidents nor safety discrepancies noted during the base facilities and fire safety inspections.

It's obvious why the 55 WRS safety program was rated "excellent" during past higher headquarter inspections.

STANDARDIZATION AND EVALUATION

The purpose of the Squadron Standardization and Evaluation Section is to provide the Commander with meaningful indicators to ensure aircrew members maintain the qualifications to safely and effectively accomplish their assigned duties.

The section was lead by Capt Lew Newhard until 24 Jun when Maj Larry Vaughn was assigned as Chief of Standardization. MSgt Jeff Frank is assigned as the Stan-Eval Flight Engineer.

From January through December, the section administered a total of 61 pilot checkrides, 19 navigator checks, and 26 flight engineer checks. Overall, the squadron did quite well. There were only five Q-3, and one Q-2 evaluations. The following table shows a further breakdown of the evaluations.

AircREW EVALUATIONS (1 JAN - 30 JUN 85)

CREW POSITION	NUMBER (No-Notice)	QUAL 3	QUAL 2	PASS RATE
Pilot	61	(3)	5	94.0%
Navigator	19	(1)	0	100.0%
Engineer	26	(1)	0	100.0%
TOTAL	106	(5)	5	98.0%

### TRAINING

The Training Section plays a vital role in the operational readiness of the 55 WRS. The section maintains very close watch on the 15 aircrew upgrade training programs for the squadron's pilots, navigators and engineers. The main objective in this process is to assure regulation and syllabus requirements are met. In addition, they work closely with other squadron sections in monitoring all ground school and aircrew educational programs that are critical to flying safety and essential in developing a professional service member.

Personnel assigned to the Training Section are varied in experience and deeply committed to the betterment of the training program. The Training Section is headed by Maj Dan Schultz. He was assisted by Maj Lynn Cook, Capt Bill Lower, Capt Karl Becker, Capt George Mack, and MSgt Ronald Sheets.

The first half of 1985 was characterized by lengthy TDY deployments and lack of aircraft resources which delayed many and set back other individual training upgrades. Heavy TDY tasking on the new aircraft commanders combined with aircraft maintenance problems to extend the delays in upgrades to Air Refueling Aircraft Commanders (ARAC). Additionally, the rapid loss of experienced instructors is slowing down the pilot and flight engineer upgrade program. The squadron is down to two assigned IP's and two instructor FE's. As a result, the focus of the training program has been IP upgrades. A total of 21 upgrades were completed this time frame, including 6 initial qual's in the aircraft. This doubles the requirement of the previous half and is expected to increase in the near future.

The training section has been involved with many projects to update and improve the upgrade program.

--- A navigator continuity training program is being implemented .

--- A pilot training guide is near completion.

--- Maj Dan Schultz and 1st Lt Robert Dansereau attended the MAC/CAT (Combat Aircrew Training) School at Nellis, due to the recent MAC emphasis at the squadron level.

TRAINING UPGRADES

From 1 January to 30 June 1985, the following aircrew members were upgraded to the following crew positions:

PILOTS:

Air Refueling Aircraft Commander	Capt Kevin Calt Capt John O'Connor
Aircraft Commander	Maj Robert Knarr Capt George Mack
First Pilot	Capt Tad Artis

NAVIGATORS:

Flight Examiner	Maj David Newark
Navigator	Capt Mark Coppa
Air Refueling Navigator	Capt Mark Coppa Capt Jerry King 1Lt Collen Ryan
Instructor Navigator	1Lt Robert Dansereau

FLIGHT ENGINEERS:

Engineer	MSgt Robert McCorkle
Air Refueling Engineer	MSgt Robert McCorkle

BUDGET

The squadron's annual budget is approximately \$210,000. A number of accounts are controlled from office supplies- to flying gear- to per diem for TDY personnel.

Capt Jerry King and Capt Thomas Artis are the primary budget officers, assisted by SMSgt Jeffery Frank. They are responsible for tracking daily accounts, forecasting expenses and advising the commander of the squadron's status. This requires them to be up to date on current deployments as well as anticipated mission and long-range objectives of the squadron. At times even the most planned out forecast will be inaccurate due to the diverse types of operations conducted on short notice.

**FINANCIAL EXPENDITURES  
(2ND QUARTER)  
(Thousands of Dollars)**

	<u>FORECAST</u>	<u>ACTUAL EXPENSE</u>	<u>BALANCE</u>
Civilian Pay	1.4	.4	+1.0
* TDY	52.3	42.8	+9.5
Contractual Services	5.0	3.4	+1.6
Supply	7.0	4.3	+2.7
Equipment	.9	.15	.75
Ground Fuel	.1	.15	-.05
<b>TOTAL</b>	<b>66.7</b>	<b>51.2</b>	<b>+15.5</b>

\* Excessive deviation due to nonforecastable tasking requirements of Pony Express.

**FY 85 (3RD QUARTER)**

	<u>FORECAST</u>	<u>ACTUAL EXPENSE</u>	<u>BALANCE</u>
Civilian Pay	1.80	1.6	+0.2
TDY	30.9	30.7	+0.2
Contractual Services	11.5	10.2	+1.3
Supply	11.00	11.4	-0.4
Equipment	1.00	0.25	+0.75
Ground Fuel	0.1	0.25	-0.15
<b>TOTAL</b>	<b>56.3</b>	<b>54.4</b>	<b>+1.9</b>

NEW PERSONNEL

RANK/NAME	DATE ARRIVED
Maj Lynn Cook, Pilot (C-141)	14 Mar 85
1Lt Mike Lyons, Pilot (MU-2)	27 Mar 85
Sgt Edna Perry	1 Apr 85
Ms Sylvia Geugh	15 Apr 85
TSgt Ronald Watson, Engineer (C-5)	1 May 85
2Lt Robert Melchionda, Pilot (UPT)	6 Jun 85
2Lt William White, Pilot (UPT)	20 Jun 85
2Lt David Phifer, Pilot (UPT)	28 Jun 85

## **AWARDS, DECORATIONS AND PROMOTIONS**

From 1 January to 30 June 1985, the squadron had a large number of personnel who were promoted and nominated for awards or medals for their outstanding performance.

## **PROMOTIONS**

**Major** Dan Schultz

Capt Tad Artis  
Karl Becker  
Charlie Dobbins

MSgt Ronald Watson

SSgt Jerome Ash  
Gary Garnett

## **AWARDS**

Captains Calt and King attended SOS this spring and were representative of the squadron at the highest level, congratulations!

Capt Calt graduated as a "top performer"!

Capt King graduated with a "Top Academic Achievement Award"

## MEDALS

### MILITARY AND CIVILIAN EDUCATION

The members of the 55 WRS recognize the important role that continuing education plays in their personal development and career progression. They are actively engaged in a wide range of both on and offbase educational programs. Currently there are two junior officers enrolled in Squadron Officers School, three that completed the course by correspondence and two having completed in residence. On the intermediate service school level there are currently two officers enrolled and one having completed ACSC. Two other officers are enrolled in AWC and one having completed the course. One senior NCO completed the Senior NCO Academy, while another is enrolled.

The pursuit of education at Civilian institutions is equally impressive. Capt's Karl Becker, Jerry King, and Tad Artis are well on their way in completing graduate work with local institutions.

Education is clearly important to our people-important in their careers and in their personal development as professional service members.

BASE AND COMMUNITY RELATIONS

The people of the 55th are proud of their active participation in both base and community activities. From the AFROTC Summer Encampments to the Company Grade Officers Council, the men and women of the 55th are involved. The junior officers in the 55th provided several briefings to AFROTC and AFA cadets on the pilot and navigator career fields, the squadron's reconnaissance mission, and their impressions of Air Force life. Captains Becker, Coppa, Artis, Mack, Dobbins, and Johnson, along with Lieutenants Lucey, Lyons, Derting, Greenheck, and Ryan were instrumental in making each and every visit a success.

Equally successful has been the junior officers' participation in the Company Grade Officers Council (CGOC). Capt King, is the current president of the CGOC. Along with Captain King is 1st Lt Dansereau, Public Affairs Officer, 1st Lt Colleen Ryan, Recorder, and Captain Charlie Dobbins, Chairman of the Career Development Committee.

Affiliated with the McClellan CGOC are individuals who devote off-duty time to the disadvantaged/underprivileged youngsters in the local community in the capacity of educational tutors, these dedicated individuals are Capt Karl Becker and 1st Lt Bob Dansereau. Qualities of civic leadership are displayed by many of our squadron members in community activities:

--- Maj Earl Clay , Local High School Parents Booster Organizer

--- Maj Bob Knarr, Local High School Assistant Wrestling Coach

--- Maj Dave Bechtol, Little League organizer/coach

--- 1st Lt Glen Derting, participant in a community drive for a resident stricken with brain cancer

--- Capt Jerry King, McClellan representative in Sacramento City Council and Local Chamber of Commerce meetings

--- SMSgt Lonnie Young, received special recognition by the Board of Trustees of the Grant High School District for his service to the district.

In addition to community activities, members of the 55th kept busy with base wide projects:

--- Air Force Assistance Fund (AFAF), Lt Col Dale Knuth and 1st Lt Bob Dansereau

--- Air Force Association (AFA), Maj Bob Knarr

--- Combined Federal Campaign, Capt George Mack

--- AF Museum, Sgt Jerome Ash

--- Static Display, Sacramento Chamber of Commerce, Captain Charlis Dobbins and 2d Lt Chris Lucey

--- Static Display, McClellan Guest Day, Capt's George Mack and Tad Artis, 1st Lt Mike Lyons and Lt Col Milton Payne

--- Tour, McClellan Commander's/Director's Wives Group, Capt Tad Artis and 2d Lt Chris Lucey

Members of the 55th work hard to maintain and improve the image of today's Air Force. We are justifiably proud of our contribution to base and community relations.

## **APPENDICES**

LINEAGE OF HONORS

Unit Designation: 55th Weather Reconnaissance Squadron

Previous Designation: 655th Bombardment Squadron, Heavy

55th Reconnaissance Squadron, Long Range, Weather

55th Reconnaissance Squadron, Very Long Range, Weather

55th Strategic Reconnaissance Squadron, Medium, Weather

Higher Headquarters: 41st Rescue and Weather Reconnaissance Wing

Commander: Lt Col Gary B. Koch

Station: McClellan AFB, California

Aircraft Flown: WC-135B

Awards and Decorations: Air Force Outstanding Unit Awards  
1 Mar 60 - 28 Feb 61  
1 Jul 67 - 30 Jun 68  
1 Jan 71 - 31 Dec 71  
1 Sep 75 - 1 May 77  
16 Jul 77 - 16 Jul 79

Meritorious Unit Commendation (of US Army)  
15 May 45 - 1 Jan 56

Campaign Streamer: Western Pacific

FLIGHT DATA

Number of Sorties:

	<u>T-30</u>	<u>A-50</u>	<u>0-9</u>	<u>TOTAL</u>
January	27	18	11	51
February	16	13	10	39
March	20	18	11	49
April	24	19	15	58
May	27	15	15	57
June	30	12	12	54
TOTALS	144	95	74	308
	<u>T-30</u>	<u>A-50</u>	<u>0-9</u>	<u>TOTAL</u>
January	104.5	71.6	96.3	272.4
February	66.4	67.7	83.3	217.4
March	65.3	86.3	91.4	243.0
April	96.9	81.6	106.6	285.1
May	98.1	75.8	131.4	305.3
June	113.9	51.0	113.8	278.7
TOTALS	545.1	434.0	622.8	1601.9

T-30: P-Pro, V-Pump, Aircrew Trainer

A-50: Deploy, Redeploy

0-9: Operational sampling or weather reconnaissance

KEY PERSONNEL

Commander	Lt Col Gary B. Koch (Lt Col Daniel B. Ahern)
Operations Officer	Lt Col Milton O. Payne (Lt Col Dennis W. Adams)
First Sergeant	SMSgt Lonnie R. Young
Executive Officers	Capt John J. O'Connor Capt David W. Johnson Capt Mark Coppa Capt Kevin J. Calt
Standardization	Maj Larry Vaughn (Capt Lewis J. Newhard)
Administration	Sgt Edna Perry (SSgt Randall R. Cottrell)
Budget	Capt Tad Artis (Capt Jerry D. King)
Safety	Maj Art Barker (Capt John H. Seader)
Awards and Decorations	Capt Jerry King (Capt Karl H. Becker)
Plans Section	1Lt Glen Derting (Capt William M. Lower)
Training Section	Maj Daniel C. Schultz
Scheduling Section	Capt Charlie Dobbins (Maj Arthur J. Barker)
Navigator Section	Maj David Newark (Lt Col Dale E. Knuth)
Engineer Section	MSgt Robert D. McCorkle (SMSgt David R. Tabor)

PERSONNEL ROSTER

NAME	RANK	CREW QUAL	<u>ARR/DEP DATE</u>
Adams, Dennis W. PCA - Apr	Lt Col	AC	
Ahern, Daniel B. PCS - Jun	Lt Col	AC	
Ash, Jerome	SSgt		
Artis, Thomas A.	Capt	FP	
Barker, Arthur J.	Maj	AC	
Bechtol, David A.	Maj	AC	
Becker, Karl H.	Capt	CP	
Blair, Thomas R.	TSgt	FE	
Brownlow, Christopher A.	Amn		
Calt, Kevin J.	Capt	AC	
Clay, Earl L.	Maj	FEAC	
Cook, Lynn S.	Maj	UC	Arr. - Mar
Coppa, Mark C.	Capt		N
Dansereau, Robert R.	1st Lt	N	
Derding, Glenn S.	1st Lt	CP	
Dobbins, Charles R.	Capt	FP	
Fessler, William J.	TSgt	FE	
Frank, Jeffrey A.	MSgt	FEFE	
Garnett, Gary	Sgt		
Golson, James D.	Capt	IAC	
Gough, Sylvia	Civ		Arr. - Apr
Greenheck, Douglas J.	1st Lt	N	
Hicks, Larry A.	MSgt	IFE	
Johnson, David W.	Capt	AC	
King, Jerry D.	Capt	N	
Knarr, Robert C.	Maj		AC
Knuth, Dale E.	Lt Col	IN	
Lower, William M., Jr.	Capt	CP	
Lucas, Patrick G.	Capt	N	PCS - Jun
Lucey, Christopher J.	2d Lt		UN
Lyons, Mike L.	1Lt	UC	Arr. - Mar
Mack, George J.	Capt	AC	
McCorkle, Robert D.		MSgt	FE
McDonough, Peter J. PCA - Jun	Lt Col	N	
Melchionda, Robert	2Lt	UC	Arr. - Jun
Newark, David L.	Maj	FEN	
Newhard, Lewis J. PCS - Jun	Capt	FEAC	
O'Connor, John J.	Capt	IAC	
Perry, Edna L.	Sgt		Arr. - Apr
Phifer, David	2Lt	UC	Arr. - Jun
Raspberry, James D.	Capt	IAC	
Ryan, Colleen M.	1st Lt	N	
Schultz, Daniel C.	Maj	IAC	
Seader, John H. PCS - May	Capt	AC	
Sheets, Ronald G.	MSgt		

<u>NAME</u>	<u>RANK</u>	<u>CREW QUAL</u>	<u>ARR/DEP DATE</u>
Tabor, David R. RET - Apr	SMSgt	IFE	
Vaughn, Larry E.	Maj	FEN	
Watson, Ronalds	TSgt	UFE	Arr. - May FE
White, Steven G.		SSgt	
White, William	2Lt	UC	Arr. - Jun
Yerkes, Frank A., Jr.	Capt	CP	
Young, Lonnie R.	SMSgt	FE	
Ziegenhagen, Todd B.	TSgt	FE	Arr. - Dec

COMMANDERS OF THE 55TH

Capt Raymond A. Walker	21 Aug 44 - 3 Sep 44
Lt Col Nicholas H. Chavasse	3 Sep 44 - 1 Apr 46
Capt Fred M. Barricklow	1 Apr 46 - 11 Jul 46
2d Lt Eugene R. Cummings	11 Jul 46 - 13 Jul 46
Capt Y. Mitchell	13 Jul 46 - 10 Sep 46
Maj Charles F. Adams	10 Sep 46 - 16 Sep 46
Maj Paul V. Fackler	16 Sep 46 - 24 May 47
Maj Kenneth A. Linder	24 May 47 - 16 Jun 47
Maj Robert L. Foley	16 Jun 47 - 15 Oct 47
*****	*****
Lt Col Aubrey D. Taylor	21 Feb 51 - 7 Jan 52
Lt Col Richard D. Stowell	7 Jan 52 - 13 Feb 52
Lt Col Kenneth A. Linder	13 Feb 52 - 12 Oct 53
Lt Col Russell W. Neely	12 Oct 53 - 13 Sep 54
Lt Col Roger A. Stevenson	13 Sep 54 - 22 Sep 56
Lt Col Dale D. Desper	22 Sep 56 - 3 Mar 58
Maj Robert E. Kerr	3 Mar 58 - 15 Jun 58
Lt Col Harvey P. Hall	15 Jun 58 - 8 Jul 61
NOT MANAGED	12 Oct 61 - 7 Jan 62
Lt Col Robert V. McKibban	8 Jan 62 - 29 May 62
Lt Col John D. Horn	29 May 62 - Dec 62
Lt Col Robert V. McKibban	8 Dec 62 - Dec 63
Lt Col Earl W. Peters	Dec 63 - 8 Jun 65
Lt Col Clyde C. Angley	8 Jun 65 - 26 Jun 65
Lt Col Leon M. Grisham	26 Jun 65 - 15 Jul 67
Lt Col Hiram P. Bilyeu	15 Jul 67 - 20 Nov 69
Lt Col Leslie E. Gamble	20 Nov 69 - 10 Nov 70
Lt Col Carlton F. Garlock	10 Nov 70 - 15 Apr 71
Col Wilson V. Palmore	15 Apr 71 - 26 May 73
Col Foster A. Post	26 May 73 - 1 Aug 73
Col Orville J. Beranek	1 Aug 73 - 3 Sep 75
Lt Col Charles M. Teed	3 Sep 75 - 1 Mar 77
Lt Col Forrest N. Dye	1 Mar 77 - 1 Jun 79
Lt Col John P. Joyce	1 Jun 79 - 1 Nov 80
Lt Col James D. Johnson	1 Nov 80 - 3 Oct 81
Lt Col George B. Stokes	3 Oct 81 - 16 Sep 83
Lt Col Daniel B. Ahern	16 Sep 83 - 3 Jun 85
Lt Col Gary B. Koch	3 Jun 85 - Present



# DEPARTMENT OF THE AIR FORCE

551st WEATHER RECONNAISSANCE SQUADRON (MAC)  
McCLELLAN AIR FORCE BASE, CALIFORNIA 95652-6008

REPLY TO  
ATTN OF:

CC

SUBJECT: Commander's Monthly Newsletter

26 Feb 85

TO: 41 RWRW/CC

1. From 16 Jan to 15 Feb the emphasis has been on training. Numbered alerts have slowed down considerably, and we now have 18 crewmembers in or have completed training. For the pilots in training, we have Capt Mack (AC), Maj Bechtol (ARAC), Lt Becker (ARCP), Capt Raspberry (ARIP), and Capt Johnson (ARAC). Those who completed training were Col Parsons (AC), Maj Knarr (ARCP), Capt O'Connor (ARAC), and Capt Calt (ARAC). Navs in training are Lt Lucey (Nav), Lt Ryan (ARN), and Capt Lucas (ARN). The engineers upgrading are TSgt Fessler, TSgt Ziegenhagen, TSgt Marshall, MSgt McCorkle, TSgt Sosebee, and SSgt White.
2. Currently, we are about 40 hours behind in flying time for the quarter, and 37 hours behind for the year.
3. In the area of standardization, DOV administered 20 evaluations this period. Of the 13 pilot evals, 11 were Q-1, and two were Q-3. The four navigator and three engineer evals were all Q-1. Maj Newark was certified as a flight examiner navigator, and 1st Lt Coppa was certified as a mission navigator. TSgt Fessler was certified as a flight engineer.

DANIEL B. AHERN, Lt Col, USAF  
Commander



# DEPARTMENT OF THE AIR FORCE

55th WEATHER RECONNAISSANCE SQUADRON (MAC)  
MCLELLAN AIR FORCE BASE, CALIFORNIA 95652-6008

REPLY TO  
ATTN OF:

CC

28 Mar 85

SUBJECT:

## Commander's Monthly Newsletter

TO:

41 RWRW/CC

1. We flew approximately 255 hours between 15 Feb and 15 Mar 85. 75% of these hours were for operational missions that included four Weather Reconnaissance tracks in support of Team Spirit, a Constant Globe deployment, two numbered alerts, and the normal background missions. We remain 39 hours behind in flying time for this quarter, and 36 hours for the year.
2. Four individuals completed training during this period: Capt Raspberry (ARIP), TSgt Sosebee (Eng), MSgt McCorkle (Eng) and TSgt Marshall (Eng). 10 others remain in the training program: Maj Bechtol (ARAC), Capt Johnson (ARAC), Capt Mack (AC), Capt Lucas (ARN), Lt Becker (ARCP), Lt Dansereau (IN), Lt Lucey (NAV), Lt Ryan (ARN), TSgt Ziegenhagen (Eng), and SSgt White (Eng).
3. Standardization administered 15 evaluations this period, of which 20% were no-notice. Of the nine pilots evals, one was Q-3 for judgement, the rest were Q-1. All three navigator evals were Q-1, as were all three flight engineer evals.
4. We welcomed two new people to the 55th this period. Maj Lynn Cook is a pilot coming from C-5's at Altus. TSgt Robert Nowack is a flight engineer arriving from C-141's at Altus.

DANIEL B. AHERN, Lt Col, USAF  
Commander



# DEPARTMENT OF THE AIR FORCE

55th WEATHER RECONNAISSANCE SQUADRON (MAC)  
McCLELLAN AIR FORCE BASE, CALIFORNIA 95652-6008

REPLY TO  
ATTN OF:

DO

29 Apr 85

SUBJECT: Commander's Monthly Newsletter

TO: 41 RWRW/CC

1. Approximately 225 hours were flown during the period of 16 Mar 85 to 15 Apr 85. Over 70% of these hours were for operational flying commitments. Operational missions flown include: two weather Scout Missions for Team Spirit redeployment, a Constant Global redeployment, and our normal polar/pacific background operations. In addition, we launched from standby on a high-priority sampling mission. For the year we are 100.9 hours below the flying line and 3 hours below for the quarter. This shortfall can be attributed to maintenance cancellations, combining of missions, and the lack of numbered alerts.

2. The following individuals were in training: Maj Schultz (IP), Maj Bechtol (ARAC), Capt Johnson (ARAC), Capt Mack (AC), Capt Golson (AC), Lt Becker (ARCP), Lt Dansereau (IN), Lt Ryan (ARN), Lt Coppa (ARN), Lt Lucey (NAV), TSgt Ziegerhagen (FE), SSgt White (FE), TSgt Marshall (ARFE), MSgt McCorkle (ARFE), and TSgt Fessler (ARFE). The following are currently at FTD: Maj Cook (CP), Lt Lyons (CP), and TSgt Nowack (FE). Only Capt Golson and Lt Becker completed training.

3. In the area of standardization, DOV administered 19 evaluations this period. Of the 13 pilot evaluations, 12 were Q-1 and one was Q-3. Two Navigator and four Flight Engineer evaluations were Q-1. Lt Becker received an ARCP evaluation and Capt Raspberry passed his ARIP check.

4. I took over as Operations Officer effective 29 Mar 85.

MILTON O. PAYNE, Lt Col, USAF  
Operations Officer



# DEPARTMENT OF THE AIR FORCE

55th WEATHER RECONNAISSANCE SQUADRON (MAC)  
McCLELLAN AIR FORCE BASE, CALIFORNIA 95652-6008

REPLY TO  
ATTN OF:

DO

16 May 85

SUBJECT: Commanders Monthly Newsletter

TO: 41 RWRW/CC

1. Approximately 314 hours were flown during the period of 16 Apr 85 to 15 May 85. Approximately 60% of these hours were for operational flying commitments. In addition to the normal polar overseas background operations, a high priority AMU test mission, numerous sorties against Alert 940, and Pony Express deployments were flown. Our training and upgrade programs were progressing adequately until the start of Pony Express. Should Pony Express drag on and home station maintenance difficulties continue, the pilot upgrade program will be severely impacted. For the quarter we are approximately +29 hours to the time line which brings us to -69 for the year.

2. The following individuals were in training: Maj Schultz (IP), Maj Bechtol (ARAC), Capt Johnson (ARAC), Maj Knarr (AC), Capt Mack (AC), Lt Artis (FP), Maj Cook (CP), Lt Lyons (CP), Lt Danserau (IN), Lt Ryan (ARN), Lt Coppa (ARN), Lt Lucey (NAV), MSgt McCorkle (ARFE), TSgt Fessler (ARFE), TSgt Marshall (ARFE), TSgt Nowack (FE), TSgt Ziegenhagen (FE), SSgt White (FE).

3. The 55 WRS/DOV administered a total of 19 evaluations during the period 16 Apr-15 May 85. A breakdown follows:

	TOTAL	NO-NOTICE	Q-2 DEBRIEFED		
			TO Q-1	Q-2	Q-3
PILOTS	13	1	1	1	0
NAVIGATORS	3	0	0	0	0
ENGINEERS	3	0	0	0	0

Major Schultz upgraded to instructor. Capt Mack upgraded to Aircraft Commander. 1Lt Ryan, 1Lt Coppa, and TSgt Fessler received air refueling evaluations.

FOR THE COMMANDER

MILTON O. PAYNE JR., Lt Col, USAF  
Operations Officer



# DEPARTMENT OF THE AIR FORCE

55th WEATHER RECONNAISSANCE SQUADRON (MAC)  
McCLELLAN AIR FORCE BASE, CALIFORNIA 95652 6008

CC  
CV  
CCE  
CCS

REPLY TO  
ATTN OF:

OC

19 JUN 85

SUBJECT:

55 WRS Monthly Activities Report

TO:

41 RWRW/CC

1. On 3 Jun 85, a Change of Command took place. Lt Col Daniel B. Ahern relinquished command of the 55 WRS to Lt Col Gary B. Koch. Lt Col Koch came from the 41 RWRW where he was the Assistant Director of Operations. Lt Col Ahern will be attending Air War College at Maxwell AFB, Alabama with a follow-on assignment to the Air Staff in Washington, D.C.
2. 1 Lt's Thomas Artis and Karl Becker were promoted to Captain effective 1 Jun 85. TSgt Watson was selected for promotion to Master Sergeant.
3. 2 Lt Bob Melchionda, right out of UPT, checked into the squadron on 6 Jun 85.
4. Lt Col Pete Mc Donough and Capt Pat Lucas were reassigned during this period. Lt Col Mc Donough went to DOX at the 41 RWRW and Capt Lucas became the new commander of OL-A, 41 RWRW, Yokota AB, JA.
5. Pony Express operations continue in the Pacific. As of 15 Jun the squadron has flown 15 sorties for 101.5 hours in support of this mission.
6. During this period 5 pilot, 3 navigator, and 11 flight engineer evaluations were administered. All flight checks were graded Q-1 except for one pilot annual qualification ride. The check was readministered and graded Q-1.
7. Capt Artis was upgraded to First Pilot and Maj Knarr received his initial Aircraft Commander evaluation. Additionally, Lt Baechtold received her initial Flight Examiner check and Lt Dansereau was upgraded to Instructor Navigator. Also, MSgt McCorkle received his initial Air Refueling evaluation.
8. The squadron flew 266 hours during the reporting period. ~~Nearly 60%~~ of these hours were for operational commitments. The operational highlight for this period was a 20-hour sortie, with dual air refuelings, in support of Pony Express. With two aircraft committed to Pony Express and no relief from normal operational tasking, airframe availability limited the training and upgrade programs. Of the local sorties scheduled, only 54% completion rate was achieved, due to operations and maintenance cancellations, plus air aborts. For the quarter, the squadron is 6.1 hours ahead of the time line and for the fiscal year, we are 91.8 behind.

9. The following individuals were in either initial or upgrade training:  
Maj Schultz (ARIP), Maj Bechtol (ARAC), Capt Johnson (ARAC), Capt Mack  
(ARAC), Maj Cook (CP), Lt Lyons (CP), Lt Lucey (NAV), TSgt Marshall (ARFE),  
TSgt Newark (FE), TSgt Watson (FE), TSgt Ziegenhagen (FE), SSgt White (FE).

*Gary B. Koch*

GARY B. KOCH, Lt Col, USAF  
Commander

AIRCRAFT OF THE 55TH

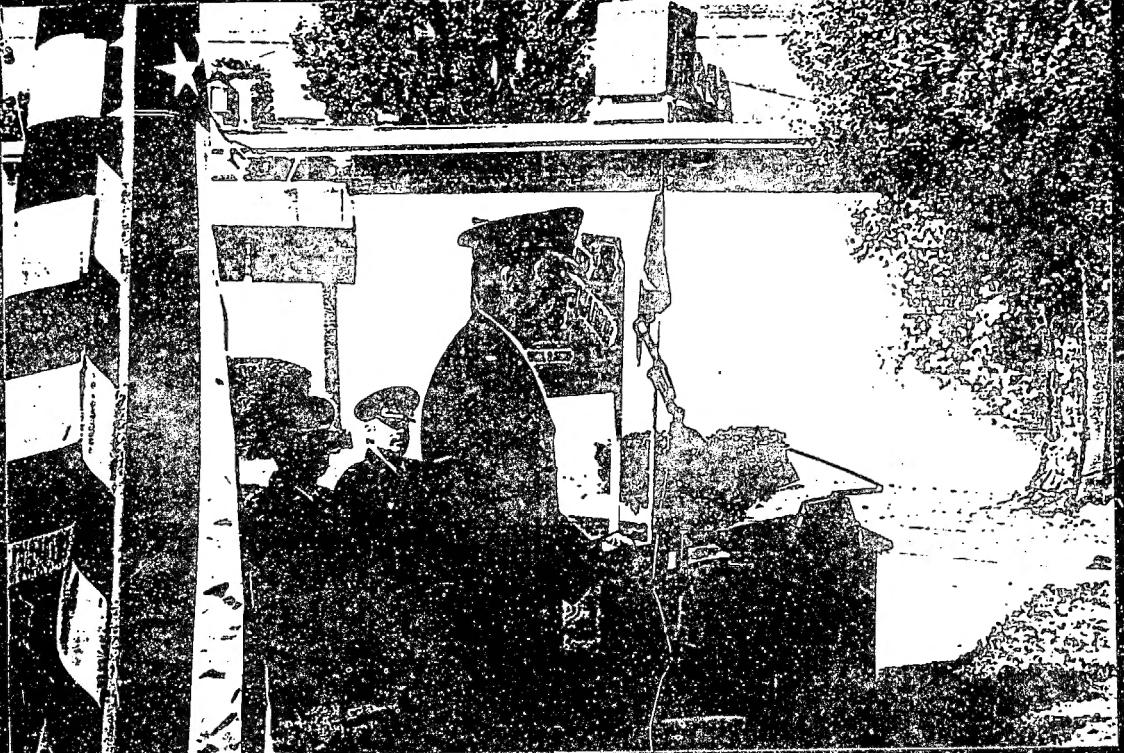
B-24	1944 - 1945
A-20	1944
B-29	1946 - 1947
C-47	1946 - 1947
WB-29	1951 - 1955
TB-29	1951 - 1955
WB-50	1954 - 1963
WB-47	1957 - 1969
C-54	1958 - 1961
TB-50	1958 - 1960
JB-57	1960 - 1963
C-130	1962 - 1965
RB-57	1963 - 1964
WC-135B	1965 -
WC-130	1970 - 1976

## ASSIGNMENT OF 55 WRS

III Tactical Air Division	21 Aug 44 - 14 Dec 44
Twentieth Air Force	11 Apr 45 - 27 Nov 45
311th Reconnaissance Wing	27 Nov 45 - 19 Mar 46
Air Transport Command	13 Mar 46 - 20 Mar 46
Air Weather Service	20 Mar 46 - 15 Oct 47
*****	*****
Air Weather Service	21 Feb 51 - 20 Apr 53
9th Weather Group	20 Apr 53 - 8 Jul 61
Military Air Transport Service	12 Oct 61 - 8 Jan 62
9th Weather Reconnaissance Group	8 Jan 62 - 8 Jul 65
9th Weather Reconnaissance Wing	8 Jul 65 - 1 Sep 75
41st Rescue and Weather Reconnaissance Wing	1 Sep 75 - Present

## STATIONS

Will Rogers Field, Oklahoma	21 Aug 44 - 5 Mar 45
Harmon Field, Guam	11 Apr 45 - 29 Feb 46
Buckley Field, Colorado	20 Mar 46 - 1 May 46
Langley Field, Virginia	9 May 46 - Jul 46
Morrison Field, Florida	Jul 46 - 1 Jun 47
Fairfield-Suisun Army Air Base, California	1 Jun 47 - 15 Oct 49
McClellan AFB, California	15 Oct 49 - Present



Lt Col Koch addresses guests.

Col Reichert turns over the 55th WRS to Lt Col Koch.





Col. Reichert, 41 RWRW/CC, and Lt Col Ahern address guests during the Change of Command Ceremony on 3 June 1985.





Lt Col Ahern and Lt Col Koch cut the cake at the reception following the Change of Command





Col. Reichert formally closes the Change of Command  
Left to Right: Lt Col Dan Ahern, Ellen Ahern, Lou Ellen Koch and  
Lt Col Gary Koch

